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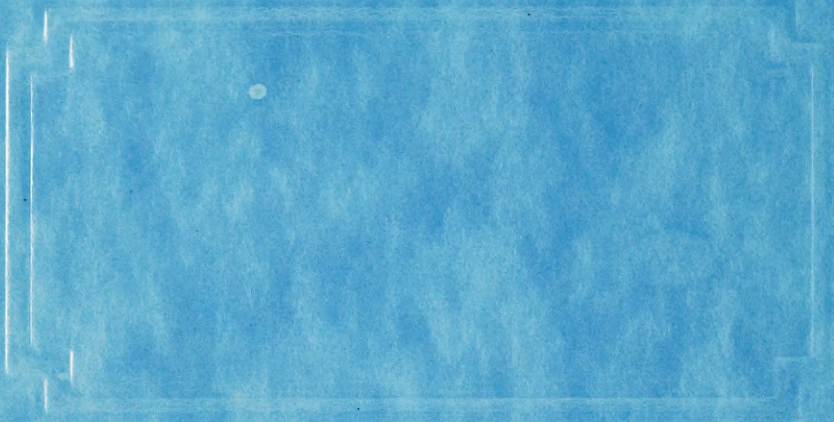


3 1761 11635827 6

Canada. Transport dept. 9

[General publications]

[G-6] Air transportation statistics
[1961-1968]; forecasts [1970-1990];
air traffic movements, passengers,
cargo, prepared by the Systems
planning group, Air. 1969.



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MEXICO CITY D.F., UTRECHT

AIR TRANSPORTATION

General publication 3



statistics forecasts

air traffic movements

passengers

cargo

DEPARTMENT OF TRANSPORT
OTTAWA, CANADA · DEC · 1969

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INTRODUCTION

This document has been developed by the Statistics and Forecast sub-committee of the Systems Planning Group, Air for the use of departmental planning personnel. Its purpose is to provide an indication of the expected future traffic volumes at the 25 sites that presently carry in excess of 90% of the total national passenger traffic.

The forecasts have been developed for the period 1970-1980 with a trend projection for 1990. Statistics are provided for the period 1961-1968.

A change has been made in the format for presenting aircraft movement forecasts in that forecasts are now provided for itinerant traffic only. Forecasts of local activity have been found to be extremely unreliable and misleading due to the volatile nature of this segment of air traffic. The sites for which forecasts are provided in this document are primarily air carrier airports and facilities would not normally be provided to accommodate local flying or training.

Previously the forecast of scheduled traffic did not include those flights operated in a class 2 service. This has now been modified to include all unit-toll operations in order to give a better indication of the total air carrier impact on airport facilities. Unfortunately insufficient statistics are available to include charter operations. This problem is under study and it is hoped to be resolved for future issues.

Comments and suggestions relating to these forecasts should be sent to:

Chairman,
Systems Planning Group, Air
c/o Director, Planning and Research, Air,
Dept. of Transport,
#3 Temp. Bldg.,
Ottawa



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CANADIAN BOARDING PASSENGERS (Showing percentages of total Market)

	1957	1958	1959	1960	1961	1962	1963	1964	1965	1966	1967	1968
MAJOR HUBS:	50.67	50.99	51.63	51.62	52.21	53.07	53.64	54.39	54.75	54.44	58.20	55.52
Montreal	18.31	18.01	19.15	19.39	19.62	19.93	20.56	20.87	20.49	20.28	24.20	19.61
Toronto	19.51	20.07	21.01	21.68	23.01	23.26	23.70	24.06	24.13	23.80	23.55	24.74
Vancouver	12.85	12.91	11.47	10.55	9.58	9.98	9.38	9.46	10.13	10.86	10.45	11.17
LARGE HUBS:	17.70	18.88	18.98	19.16	20.61	20.38	20.52	20.23	20.61	21.16	20.16	21.48
Calgary	3.50	3.73	3.87	4.07	4.38	4.33	4.28	4.39	4.56	4.82	4.65	5.10
Edmonton	4.55	4.72	4.34	4.15	4.32	4.10	4.06	4.08	4.33	4.52	4.25	4.52
Halifax	2.56	2.68	2.65	2.68	2.89	2.83	2.85	2.81	2.74	2.74	2.56	2.62
Ottawa	3.18	3.61	3.78	3.80	4.00	3.92	4.10	2.98	3.95	3.93	3.75	3.92
Winnipeg	3.91	4.14	4.34	4.46	5.02	5.20	5.23	4.97	5.03	5.15	4.95	5.32
MEDIUM HUBS:	19.97	20.31	20.11	19.27	17.59	16.92	16.83	16.46	15.98	15.39	14.32	14.31
Baie Comeau	0.84	0.59	0.57	0.52	0.52	0.38	0.41	0.42	0.48	0.48	0.39	0.35
Fredericton	0.42	0.42	0.50	0.50	0.55	0.54	0.61	0.61	0.65	0.66	0.54	0.54
Gander	0.76	0.74	0.68	0.59	0.52	0.62	0.69	0.73	0.62	0.50	0.44	0.42
Lakehead	0.73	0.74	0.73	0.70	0.91	0.88	0.85	0.82	0.90	0.94	0.86	0.91
London	0.81	0.96	0.99	1.09	1.11	1.03	1.01	0.91	0.89	0.83	0.76	0.77
Moncton	1.39	1.41	1.47	1.48	1.50	1.40	1.32	1.46	1.23	1.18	1.08	1.10
Prince George	0.30	0.26	0.24	0.25	0.27	0.31	0.35	0.44	0.53	0.59	0.50	0.48
Quebec	1.83	1.74	1.88	2.04	2.00	2.04	2.24	2.03	1.77	1.60	1.48	1.39
Regina	1.43	1.46	1.54	1.55	1.61	1.53	1.49	1.43	1.47	1.45	1.35	1.39
Saint John	0.68	0.72	0.68	0.77	0.77	0.79	0.78	0.75	0.74	0.66	0.70	0.70
St. John's	1.20	1.25	1.23	1.25	1.17	1.35	1.52	1.56	1.43	1.29	1.18	1.18
Saskatoon	0.72	0.88	1.00	1.05	1.14	1.06	1.00	0.90	0.97	0.96	1.03	1.10
Sault Ste. Marie	0.38	0.34	0.40	0.40	0.44	0.48	0.48	0.45	0.49	0.50	0.47	0.49
Sept. Iles	0.57	0.64	1.03	1.21	0.91	0.66	0.59	0.56	0.50	0.57	0.55	0.54
Sydney	0.82	0.85	0.81	0.81	0.76	0.72	0.69	0.67	0.64	0.58	0.55	0.59
*Victoria	5.49	5.71	4.77	3.49	1.83	1.60	1.28	1.31	1.32	1.24	1.32	1.38
Windsor	1.60	1.60	1.59	1.57	1.58	1.53	1.52	1.41	1.35	1.30	1.12	0.98
Small Hubs:	8.51	7.33	7.09	7.49	7.11	7.13	6.95	6.98	6.92	6.09	4.70	8.69
Non-Hubs:	3.15	2.49	2.19	2.46	2.48	2.50	2.06	1.94	1.74	2.42	2.62	0.00
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

SELECTED CANADIAN INDICATORS
(in millions)

YEAR	GNP ¹	POPULATION	LABOUR FORCE
— Actual —			
1955	27,132	15.7	5.6
1960	36,287	17.9	6.4
1965	52,109	19.6	7.1
— Estimated —			
1970	73,085	21.3	8.4
1975	101,551	23.1	9.5
1980	139,134	25.1	10.7
1985	190,626	27.3	12.0
1 Current dollars.			

SOURCES: DBS, for historical data.

1970-80 forecasts derived in DTP from Economic Council of Canada's Estimate of Potential.

1985 figures estimated by DTP.

TOTAL CANADIAN SCHEDULED OPERATIONS

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	204,502		4,167	16,046	29,951
1962	204,948		4,324	17,544	33,925
1963	196,302		4,392	18,869	36,118
1964	197,541		4,690	21,085	43,631
1965	212,386		5,447	23,037	55,394
1966	235,084		6,276	21,983	70,841
1967	276,711		7,993	25,016	74,137
1968	297,733		8,214	26,723	93,392

BAIE COMEAU

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	2,040	21,505	21,505	28.2	52.4
1962	2,272	16,323	16,323	30.2	35.4
1963	2,094	17,746	17,746	31.3	41.9
1964	2,215	19,564	19,564	36.6	41.1
1965	2,367	25,908	25,908	39.5	45.3
1966	2,747	31,296	31,296	41.5	38.1
1967	2,660	31,071	31,071	40.0	46.5
1968	3,661	28,791	28,791	39.8	58.2

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	9,737	4,707	3,681	1,349
1962	12,691	4,552	3,789	4,350
1963	10,029	4,217	3,795	2,017
1964	13,710	3,755	6,493	3,462
1965	16,567	4,290	5,886	6,391
1966	23,789	5,683	5,684	12,422
1967	15,078	5,194	6,438	3,446
1968	15,631	6,627	4,861	4,143

Source ASC

BAIE COMEAU

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	6.6	5.3	6.6	8.2	12.3
Other Itinerant	4.9	6.0	13.6	26.9	58.4
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	58	82	106	128	190
b) Boardings x 2	58	82	106	128	190
1) Domestic	58	82	106	128	190
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	76	112	164	241	520
a) Enplaned	40	57	83	121	262
b) Deplaned	36	55	81	120	258
3. Cargo (tons)					
Total	200	740	1682	3688	16200
1) Enplaned	53	73	164	360	1583
2) Deplaned	147	667	1518	3328	14617
C. Planning Peak Hour					
1. Aircraft					
Air Carrier		Less than 10			
Total Itinerant		Less than 10			
2. Passengers					
	65	83	93	103	129

October 1969.

CALGARY
STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	6,801	208,659	182,445	692.9	327.9
1962	6,545	224,020	187,292	775.4	457.5
1963	7,258	212,540	187,872	799.9	454.0
1964	7,301	230,298	205,863	735.7	524.1
1965	8,139	279,054	248,899	812.4	598.1
1966	8,917	336,028	300,147	787.5	721.5
1967	10,869	410,659	368,053	913.9	819.0
1968	11,971	456,578	419,156	1058.8	1388.

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		LOCAL
		SCHEDULED	OTHERS	
1961	127,920	13,970	35,853	78,097
1962	114,701	13,354	38,561	62,786
1963	139,678	14,839	42,835	82,004
1964	138,350	14,658	44,354	79,338
1965	160,727	16,622	50,326	93,770
1966	201,952	17,966	44,622	139,364
1967	227,311	21,865	35,332	170,114
1968	224,438	24,013	40,836	159,589

Source ASC

CALGARY

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	27.8	31.0	36.8	46.4	76.6
Other Itinerant	37.0	57.5	77.0	103.0	178.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	913	1077	1733	2545	6602
b) Boardings x 2	838	961	1547	2273	5895
1) Domestic	744	817	1253	1682	3949
2) Transborder	135	135	276	550	1810
3) Transocean	5	9	19	41	136
2. Mail (tons)					
Total	2208	2932	4511	6941	16430
a) Enplaned	1058	1406	2163	3328	7880
b) Deplaned	1150	1526	2348	3613	8550
3. Cargo (tons)					
Total	5760	8058	17665	37075	150000
1) Enplaned	1388	1531	3355	7075	38500
2) Deplaned	4372	6527	14300	30030	121500
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	16	17	19	23	32
Total Itinerant	29	35	42	51	74
2. Passengers	441	452	698	1003	2524

October 1969.

EDMONTON HUB

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	6,608	192,895	180,185	1,173.7	1,817.1
1962	6,161	189,111	177,115	1,231.1	1,894.6
1963	6,480	187,351	178,378	1,334.9	2,128.4
1964	7,133	199,833	191,321	1,853.9	2,722.8
1965	7,895	248,388	235,734	2,036.1	3,866.8
1966	8,525	294,162	281,348	1,608.3	3,289.4
1967	10,198	350,449	337,711	3,372.8	7,629.7
1968	10,639	383,610	371,085	1,690.5	3,791.5

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		LOCAL
		SCHEDULED	OTHERS	
1961	174,072	14,088	46,224	113,760
1962	159,904	12,897	48,473	98,534
1963	155,773	13,509	50,242	92,022
1964	160,826	14,120	50,159	96,547
1965	186,574	16,028	58,960	111,586
1966	213,290	17,195	68,953	127,142
1967	213,330	20,372	75,399	117,559
1968	242,514	21,296	83,285	128,270

Source ASC

EDMONTON HUB

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	22.4	24	31	37	56
Other Itinerant	82.1	90	116	144	193
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	768	867	1167	1582	2963
b) Boardings x 2	743	830	1119	1518	2848
1) Domestic	730	815	1025	1349	2390
2) Transborder	--	0	40	82	278
3) Transocean	13	15	54	87	180
2. Mail (tons)					
Total	3380	4009	6170	9495	22480
a) Enplaned	1833	2185	3360	5170	12240
b) Deplaned	1547	1824	2810	4325	10240
3. Cargo (tons)					
Total	9789	12177	27824	60990	226000
1) Enplaned	3975	5480	12530	27445	101700
2) Deplaned	5814	6697	15294	33545	124300
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	Not applicable				
Total Itinerant					
2. Passengers	289	401	524	695	1259

October 1969.

EDMONTON INTERNATIONAL
STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	5,695	179,340	166,630	625.6	512.4
1962	5,330	175,141	163,145	694.1	527.1
1963	5,071	160,957	151,984	792.7	566.8
1964	5,031	151,765	143,253	1267.0	672.4
1965	5,419	177,806	165,152	1370.4	740.4
1966	5,763	197,703	184,889	868.8	883.5
1967	6,711	233,777	221,039	952.8	1019.2
1968	7,016	258,813	246,288	896.0	1141.0

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	16,416	11,798	2,864	1,754
1962	17,614	10,965	3,595	3,054
1963	18,229	10,369	3,893	3,967
1964	20,851	10,078	4,718	6,055
1965	22,530	10,993	4,531	7,006
1966	25,317	11,645	5,561	8,111
1967	31,350	13,503	6,747	11,100
1968	40,336	14,119	7,810	11,065

Source ASC

EDMONTON INTERNATIONAL
FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJEC- TION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	14.4	15	17	19	29
Other Itinerant	7.5	9	11	15	17
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	518	590	806	1108	2133
b) Boardings x 2	493	560	770	1064	2050
1) Domestic	480	545	676	895	1590
2) Transborder	—	—	40	82	280
3) Transocean	13	15	54	87	180
2. Mail (tons)					
Total	2400	2806	4319	6648	15740
a) Enplaned	1038	1245	1915	2947	6980
b) Deplaned	1362	1561	2404	3701	8760
3. Cargo (tons)					
Total	6759	7828	17890	39242	145270
1) Enplaned	1324	1644	3765	8268	30540
2) Deplaned	5435	6184	14125	30974	114730
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	13	14	16	18	23
Total Itinerant	10	10	11	12	16
2. Passengers	289	247	338	465	895

October 1969.

**EDMONTON INDUSTRIAL
STATION ACTIVITIES SUMMARY**

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	913	13,555	13,555	548.1	1,304.7
1962	831	13,970	13,970	537.0	1,367.5
1963	1,409	26,394	26,394	542.2	1,561.6
1964	2,102	48,068	48,068	586.9	2,050.4
1965	2,476	70,582	70,582	665.7	3,126.4
1966	2,762	96,459	96,459	739.5	2,405.9
1967	3,487	116,672	116,672	733.6	2,795.7
1968	3,623	124,797	124,797	794.5	2,650.5

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	157,656	2,290	43,360	112,006
1962	142,290	1,932	44,878	95,480
1963	137,544	3,140	46,349	88,055
1964	139,975	4,042	45,441	90,492
1965	164,044	5,035	54,429	104,580
1966	187,973	5,550	63,392	119,031
1967	181,980	6,869	68,652	106,459
1968	202,178	7,177	75,475	117,105

Source ASC

EDMONTON INDUSTRIAL
FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	8	9	14	18	27
Other Itinerant	74.6	81	105	129	176
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	250	277	361	474	830
b) Boardings x 2	250	277	361	474	830
1) Domestic	250	277	361	474	830
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	980	1203	1851	2847	6740
a) Enplaned	795	940	1445	2223	5260
b) Deplaned	185	263	406	624	1480
3. Cargo (tons)					
Total	3030	4350	9934	21748	80730
1) Enplaned	2651	3836	8765	19177	71160
2) Deplaned	379	514	1169	2571	9570
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	34	36	44	51	63
2. Passengers	150	165	200	248	397

October 1969.

FREDERICTON

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	1,815	23,157	22,907	32.3	21.1
1962	2,152	23,902	23,184	37.3	25.0
1963	2,206	27,055	26,933	40.8	37.5
1964	2,145	28,652	28,584	37.9	29.1
1965	2,174	35,416	35,221	56.8	42.2
1966	2,357	41,342	41,102	55.3	91.8
1967	2,785	43,612	42,906	63.3	181.1
1968	2,722	45,200	44,440	53.2	306.5

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	22,055	4,030	9,826	8,199
1962	21,475	4,503	7,451	9,521
1963	23,715	4,885	7,084	11,746
1964	28,766	4,681	10,565	13,520
1965	45,897	4,878	13,001	28,018
1966	47,400	5,189	12,541	39,670
1967	30,582	6,428	10,694	13,460
1968	24,935	6,081	10,674	8,280

Source ASC

FREDERICTON

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	6.1	6.8	8.4	10.0	13.2
Other Itinerant	10.6	14.3	18.2	22.0	28.8
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	90	103	142	190	320
b) Boardings x 2	89	102	140	188	315
1) Domestic	—	102	140	188	315
2) Transborder	—	0	—	—	—
3) Transocean	—	0	—	—	—
2. Mail (tons)					
Total	125	171	251	368	790
a) Enplaned	53	75	110	161	345
b) Deplaned	72	96	141	207	445
3. Cargo (tons)					
Total	706	986	1706	2426	3866
1) Enplaned	307	365	636	906	1446
2) Deplaned	399	621	1070	1520	2420
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	11	13	15	18	21
2. Passengers					
	81	92	108	127	180

October 1969.

GANDER

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	1,815	21,648	21,487	48.5	495.8
1962	2,212	27,067	26,939	45.5	176.4
1963	2,395	30,876	30,282	51.6	194.5
1964	2,509	35,441	34,111	51.9	97.6
1965	2,662	36,099	33,766	65.5	84.0
1966	2,545	37,626	35,190	88.1	166.5
1967	2,634	37,513	34,591	159.2	244.7
1968	2,589	37,914	35,134	101.5	326.9

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	28,518	8,784	14,441	5,293
1962	28,635	7,648	12,947	8,040
1963	30,132	7,422	11,997	10,704
1964	29,550	6,010	12,966	10,574
1965	36,133	5,545	13,109	17,470
1966	31,910	4,532	13,401	13,977
1967	61,099	4,786	17,929	38,384
1968	52,040	4,487	18,485	29,068

Source ASC

GANDER

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	6.3	6.0	8.4	11.3	15.5
Other Itinerant	16.7	21.0	26.0	31.0	41.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	76	102	151	211	380
b) Boardings x 2	70	95	141	197	355
1) Domestic	62	84	120	160	270
2) Transborder	—	0	0	0	0
3) Transocean	8	11	21	37	85
2. Mail (tons)					
Total	209	246	378	581	1375
a) Enplaned	101	119	183	281	665
b) Deplaned	108	127	195	300	710
3. Cargo (tons)					
Total	2854	3799	4220	9250	34300
1) Enplaned	327	329	1750	1643	6100
2) Deplaned	2527	3470	3470	7607	28200
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	—	Less than 10		—	—
2. Passengers	89	89	108	132	198

October 1969.

HALIFAX

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	5,619	138,322	120,592	329.7	300.3
1962	5,571	144,108	122,366	359.2	371.9
1963	5,511	147,966	125,326	371.3	416.5
1964	5,826	164,156	131,822	419.1	587.0
1965	6,636	185,439	149,206	465.4	779.9
1966	7,024	213,050	170,423	415.3	876.3
1967	7,832	253,325	202,290	451.3	1020.2
1968	8,364	273,160	215,433	517.7	1943.2

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	23,671	11,092	4,846	7,733
1962	27,478	11,226	6,759	9,493
1963	34,176	11,118	8,336	14,722
1964	30,298	11,622	9,372	9,304
1965	45,420	13,214	15,768	16,438
1966	58,552	14,243	16,384	27,925
1967	70,162	15,893	18,367	35,902
1968	96,160	17,106	17,765	61,289

Source ASC

HALIFAX

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJE- TION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	17.1	19.7	25.7	31.8	43.5
Other Itinerant	17.7	23.2	33.6	43.9	54.5
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	546	626	1008	1621	3500
b) Boardings x 2	431	501	807	1297	2800
1) Domestic	372	441	694	1089	2300
2) Transborder	42	43	81	150	360
3) Transocean	16	17	32	58	140
2. Mail (tons)					
Total	1289	1400	2056	3020	6520
a) Enplaned	517	562	825	1211	2620
b) Deplaned	772	838	1231	1809	3900
3. Cargo (tons)					
Total	5035	5095	11642	25519	94600
1) Enplaned	1943	1746	3989	8745	32400
2) Deplaned	3092	3349	7653	16774	62200
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	11	13	15	17	21
Total Itinerant	19	21	27	32	41
2. Passengers					
	236	269	388	586	1225

October 1969.

LAKEHEAD

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	2,531	38,078	37,937	106.6	51.8
1962	2,532	38,177	38,151	108.0	69.9
1963	2,275	37,372	37,299	112.2	70.4
1964	2,139	38,294	36,180	111.0	97.7
1965	2,147	48,889	48,847	121.9	123.9
1966	2,124	58,425	58,423	127.5	202.0
1967	2,487	70,021	68,949	135.7	224.3
1968	2,615	76,339	74,648	137.2	253.1

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	66,119	5,121	10,936	50,062
1962	54,524	5,131	11,626	37,767
1963	50,248	4,600	12,461	33,187
1964	52,613	4,285	13,334	34,994
1965	65,880	4,364	15,156	46,360
1966	91,006	4,255	17,832	68,919
1967	88,776	4,801	18,821	65,154
1968	92,942	5,148	22,353	65,441

Source ASC

LAKEHEAD

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	5.2	5.4	6.2	7.1	8.7
Other Itinerant	22.3	19.6	25.3	32.6	54.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	153	171	250	352	650
b) Boardings x 2	149	171	250	352	650
1) Domestic	141	160	232	320	585
2) Transborder	8	11	18	32	65
3) Transocean	0	0	0	0	0
2. Mail (tons)					
Total	355	420	646	993	2348
a) Enplaned	137	162	249	383	905
b) Deplaned	218	258	397	610	1443
3. Cargo (tons)					
Total	1034	1840	4207	9220	34200
1) Enplaned	253	399	912	2000	7400
2) Deplaned	781	1441	3295	7220	26800
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	16	15	18	20	28
2. Passengers					
	98	120	154	197	322

October 1969.

LONDON

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	3,169	46,375	46,305	125.2	117.2
1962	2,987	44,876	44,505	117.2	151.4
1963	2,889	44,516	44,405	118.4	154.3
1964	2,851	42,749	42,643	169.5	186.3
1965	2,813	48,837	48,628	183.3	267.6
1966	2,992	53,297	53,090	188.4	347.7
1967	3,200	61,009	60,507	242.8	363.7
1968	3,429	64,446	63,527	277.3	415.8

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	69,895	6,564	11,554	51,777
1962	64,829	6,054	17,601	41,174
1963	77,126	5,842	21,842	49,442
1964	69,059	5,722	19,857	43,480
1965	64,994	5,742	18,966	40,286
1966	90,365	6,026	25,562	58,777
1967	99,853	6,431	31,024	62,398
1968	97,990	6,914	30,740	60,336

Source ASC

LONDON

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	6.9	8.2	9.2	10.4	12.1
Other Itinerant	30.8	36.2	49.6	62.8	90.9
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	129	135	175	223	360
b) Boardings x 2	127	134	173	270	356
1) Domestic	110	104	121	143	214
2) Transborder	17	30	52	77	142
3) Transocean	0	0	0	0	0
2. Mail (tons)					
Total	372	440	676	1039	2455
a) Enplaned	277	328	504	775	1830
b) Deplaned	95	112	172	264	625
3. Cargo (tons)					
Total	1015	1690	3860	8470	31300
1) Enplaned	416	696	1590	3490	12900
2) Deplaned	599	994	2270	4980	18400
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	20	22	27	31	40
2. Passengers					
	94	105	122	141	198

October 1969.

MONCTON

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	5,368	64,157	62,312	406.3	2,842.6
1962	5,470	62,247	60,442	435.2	2,644.4
1963	5,269	61,858	58,140	406.9	2,206.9
1964	5,055	72,362	68,396	437.6	2,968.5
1965	4,921	68,967	66,937	610.6	3,169.6
1966	5,705	76,219	74,593	729.9	3,256.6
1967	6,023	86,151	85,056	851.7	3,268.4
1968	6,017	91,551	89,123	886.9	3,134.4

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	45,988	11,581	8,738	25,669
1962	37,034	11,522	8,251	17,261
1963	39,371	11,062	8,633	19,676
1964	44,790	9,365	10,929	24,496
1965	59,808	8,427	14,358	37,023
1966	94,029	10,852	18,472	64,705
1967	88,920	11,848	17,993	59,079
1968	91,944	11,899	18,431	61,614

Source ASC

MONCTON
FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	12.1	11.6	12.9	14.2	19.0
Other Itinerant	18.1	20.0	25.6	31.3	40.4
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	183	212	286	383	625
b) Boardings x 2	178	208	280	375	612
1) Domestic	178	208	280	375	612
2) Transborder	0	0			
3) Transocean	0				
2. Mail (tons)					
Total	1577	1804	2650	3893	8400
a) Enplaned	886	992	1457	2141	4600
b) Deplaned	691	812	1193	1752	3800
3. Cargo (tons)					
Total	5316	10050	22960	50330	186000
1) Enplaned	3134	6520	14890	32645	120600
2) Deplaned	2182	3530	8070	17685	65400
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	17	17	20	22	27
2. Passengers					
	142	136	167	206	306

October 1969.

MONTREAL HUB

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	90.4	90	106	124	160
Other Itinerant	158	178	252	329	543

The following airports are included in the Montreal Hub:

Beloeil
 Bromont
 Cartierville
 Drummondville
 Grantham
 Granby
 Granby Ouest
 Joliette
 Lachute
 Montreal
 St. Antoine
 St. Hubert
 St. Hyacinthe
 St. Germain
 St. Jean
 St. Jerome
 St. Therese
 Sorel
 Sweetsburg

MONTREAL (Dorval)

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	26,775	972,394	818,068	2,997.9	7,703.2
1962	27,034	1,020,418	861,569	3,224.6	9,437.1
1963	26,515	1,061,610	903,331	3,484.6	9,895.4
1964	27,304	1,147,224	977,724	4,247.3	12,350.9
1965	30,390	1,313,614	1,114,790	4,497.3	15,275.8
1966	33,413	1,496,510	1,260,616	4,353.0	20,248.5
1967	42,952	2,116,701	1,916,121	5,083.1	20,316.3
1968	44,461	1,868,356	1,161,722	6,186.9	32,577.5

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	155,657	59,650	24,714	71,293
1962	149,497	56,692	25,849	66,956
1963	146,890	55,472	25,349	66,069
1964	155,272	55,883	39,303	60,086
1965	188,538	62,540	44,715	81,283
1966	213,447	68,630	57,126	87,691
1967	240,673	89,032	62,470	89,171
1968	236,177	89,164	51,347	95,666

Source ASC

MONTREAL*

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	90.4	90	106	124	160
Other Itinerant	50.1	65	83	101	137
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	3,736	4,348	6,687	9,817	19,300
b) Boardings x 2	3,221	3,652	5,617	8,246	16,200
1) Domestic	1,593	1,826	2,639	3,710	6,800
2) Transborder	1,075	1,223	1,965	2,948	6,020
3) Transocean	518	603	1,013	1,588	3,380
2. Mail (tons)					
Total	12,233	16,265	25,011	34,789	82,300
a) Enplaned	6,186	8,225	12,638	19,480	40,100
b) Deplaned	6,047	8,040	12,373	15,309	36,200
3. Cargo (000 tons)					
Total	75	92	219	522	2,730
1) Enplaned	33	40	95	227	1,185
2) Deplaned	42	52	124	295	1,545
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	24	28	34	39	48
Total Itinerant	49	53	60	68	83
2. Passengers					
	1340	1582	2408	3512	6853

*Note — for the purpose of this document no attempt has been made to split the level of activity between Dorval and the proposed new airport.

OTTAWA

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	7,406	169,002	166,697	516.4	253.2
1962	6,801	173,111	169,432	617.0	340.3
1963	6,660	184,971	180,228	697.8	326.2
1964	6,909	191,558	186,960	994.1	432.2
1965	8,105	217,382	214,801	997.8	617.4
1966	8,711	245,795	244,673	1107.9	823.0
1967	9,940	340,839	296,857	1227.6	910.5
1968	10,991	329,442	321,901	1420.2	995.4

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	168,774	15,229	40,286	113,259
1962	147,139	13,960	44,509	88,670
1963	142,911	13,427	48,128	81,356
1964	132,470	13,505	44,033	74,932
1965	153,644	16,222	46,623	90,799
1966	172,010	17,448	58,673	95,889
1967	185,310	20,377	62,328	102,605
1968	182,329	21,892	65,467	94,970

Source ASC

OTTAWA

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJE- TION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	21.9	22.0	25.6	29.7	38.0
Other Itinerant	65.4	81.6	107.4	134.3	184.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	659	718	1105	1622	3200
b) Boardings x 2	644	715	1100	1616	3190
1) Domestic	626	686	1034	1486	2800
2) Transborder	18	29	66	130	390
3) Transocean	---	---	---	---	---
2. Mail (tons)					
Total	2747	3639	5615	8590	20470
a) Enplaned	1420	1877	2904	4420	10600
b) Deplaned	1327	1762	2711	4170	9870
3. Cargo (tons)					
Total	2860	4142	9470	20750	76000
1) Enplaned	995	1632	3732	8177	30000
2) Deplaned	1865	2510	5738	12573	46000
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	13	13	15	16	20
Total Itinerant	35	40	47	54	67
2. Passengers					
	244	349	511	727	1388

October 1969.

PRINCE GEORGE

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	1,134	11,040	11,040	51.1	29.8
1962	1,050	13,260	13,260	59.5	41.8
1963	1,285	15,474	15,474	65.9	34.8
1964	1,362	20,766	20,766	75.5	35.8
1965	1,595	28,600	28,600	116.5	43.2
1966	2,075	37,142	37,142	130.5	88.6
1967	2,312	42,777	39,535	134.6	95.4
1968	2,371	44,365	39,109	131.7	106.0

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	21,809	2,154	3,572	16,083
1962	15,440	2,098	3,006	10,336
1963	14,326	2,737	3,425	8,164
1964	19,592	2,686	6,820	10,085
1965	23,009	3,174	9,652	10,183
1966	36,975	4,139	10,654	22,182
1967	49,355	4,686	15,717	28,952
1968	53,834	4,681	16,819	32,334

Source ASC

PRINCE GEORGE

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	4.7	5.4	6.3	7.5	11.5
Other Itinerant	16.8	17.4	26.7	35.0	54.6
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	89	88	108	132	196
b) Boardings x 2	78	88	108	132	196
1) Domestic	78	88	108	132	196
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	284	342	526	808	1910
a) Enplaned	132	157	241	370	875
b) Deplaned	152	185	285	438	1035
3. Cargo (tons)					
Total	416	1040	2372	5206	19300
1) Enplaned	106	171	391	860	3190
2) Deplaned	310	869	1981	4346	16110
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	13	14	18	21	29
2. Passengers					
	86	86	94	104	131

October 1969.

QUEBEC

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	4,836	84,471	83,490	128.0	387.3
1962	4,989	89,616	88,450	150.3	394.1
1963	5,311	99,891	98,537	143.5	412.8
1964	5,828	96,573	95,016	158.6	502.9
1965	6,068	100,289	96,523	208.3	515.8
1966	6,588	105,039	100,887	234.0	627.7
1967	6,852	118,723	117,544	341.1	499.0
1968	7,279	116,375	114,561	356.5	445.6

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	81,656	9,748	11,177	60,731
1962	86,869	10,092	12,148	64,629
1963	78,202	10,686	14,034	53,482
1964	86,397	11,736	23,987	50,674
1965	97,648	12,278	28,013	57,357
1966	109,873	13,021	30,201	66,651
1967	131,032	13,518	33,400	84,114
1968	111,461	14,594	34,257	62,610

Source ASC

QUEBEC

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJE CTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	14.8	16.0	19.4	27.0	43.0
Other Itinerant	34.0	41.9	58.9	71.7	97.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	233	282	377	504	900
b) Boardings x 2	229	271	362	484	864
1) Domestic	229	271	362	484	864
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	667	782	1204	1852	4383
a) Enplaned	357	422	630	1000	2367
b) Deplaned	310	360	554	852	2016
3. Cargo (tons)					
Total	1508	2244	5241	11486	42600
1) Enplaned	446	802	1834	4020	15000
2) Deplaned	1062	1492	2407	7466	27600
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	10	11	12	16	22
Total Itinerant	23	26	32	28	49
2. Passengers	134	163	201	252	411

October 1969.

REGINA

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	4,060	68,007	67,063	222.2	90.6
1962	4,169	67,616	66,313	221.4	101.8
1963	3,702	66,364	65,623	279.4	99.6
1964	3,452	67,447	67,009	263.8	79.3
1965	3,628	80,689	79,846	281.3	197.5
1966	3,795	92,414	91,717	293.6	294.7
1967	4,070	110,172	107,579	322.1	363.1
1968	4,397	117,176	114,015	361.9	441.3

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	76,366	8,192	19,636	48,538
1962	64,323	8,372	21,349	34,582
1963	68,537	7,446	22,011	39,080
1964	63,106	6,921	21,847	34,338
1965	65,009	7,335	21,763	35,911
1966	75,810	7,618	24,876	43,316
1967	81,686	8,177	25,633	47,876
1968	104,153	8,831	26,126	67,196

Source ASC

REGINA

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	10.0	10.7	12.1	13.3	15.8
Other Itinerant	27.0	27.3	32.8	38.4	49.7
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	234	263	355	450	670
b) Boardings x 2	228	260	351	445	662
1) Domestic	228	260	351	445	662
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	875	916	1345	1976	4260
a) Enplaned	362	397	583	857	1850
b) Deplaned	513	519	762	1119	2410
3. Cargo (tons)					
Total	1987	3644	8304	18202	67500
1) Enplaned	441	585	1332	2921	10800
2) Deplaned	1546	3059	6972	15281	56700
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	19	19	22	24	28
2. Passengers					
	144	158	196	235	327

October 1969.

SASKATOON

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	3,270	47,679	47,580	162.0	39.1
1962	3,419	46,006	45,865	175.9	77.5
1963	3,092	44,528	44,074	191.9	53.0
1964	2,965	42,582	42,302	213.0	54.8
1965	3,281	53,194	52,566	226.7	61.6
1966	3,579	61,736	61,451	233.1	85.6
1967	4,137	82,787	81,302	267.6	89.3
1968	4,188	92,118	90,567	263.1	140.1

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	102,701	6,583	22,139	73,979
1962	93,978	6,869	17,985	69,124
1963	41,824	6,215	11,651	23,958
1964	46,864	5,888	1,292	28,684
1965	66,084	6,620	13,314	46,150
1966	95,103	7,186	16,801	71,116
1967	102,449	8,301	22,975	71,173
1968	102,396	8,416	25,687	68,293

Source ASC

SASKATOON

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	8.5	9.9	11.2	12.5	14.1
Other Itinerant	25.6	26.7	37.6	48.5	70.2
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	184	195	273	380	680
b) Boardings x 2	181	193	270	376	675
1) Domestic	181	193	270	376	675
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	653	776	1173	1773	4045
a) Enplaned	263	316	465	683	1475
b) Deplaned	390	460	708	1090	2580
3. Cargo (tons)					
Total	1177	1410	3217	7059	26200
1) Enplaned	140	170	389	854	3170
2) Deplaned	1037	1240	2828	6205	23030
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	18	19	23	27	34
2. Passengers					
	119	130	162	207	332

October 1969.

SAULT STE. MARIE
STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	1,078	18,531	18,531	50.5	7.8
1962	1,089	20,918	20,917	56.4	8.7
1963	1,080	21,130	21,121	61.0	10.7
1964	1,059	21,259	21,256	61.0	15.2
1965	1,012	26,619	26,593	65.8	27.5
1966	1,273	31,391	31,271	80.2	33.5
1967	1,549	37,713	37,299	82.0	52.9
1968	1,432	40,911	40,507	75.3	51.0

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	N.A.			
1962	12,872	2,181	1,460	9,231
1963	6,654	2,167	1,733	2,754
1964	4,936	2,108	2,244	584
1965	5,652	2,108	2,483	1,061
1966	9,412	2,557	2,966	3,889
1967	15,463	3,047	3,256	9,160
1968	16,504	2,858	4,093	9,553

Source ASC

SAULT STE. MARIE

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	2.9	3.4	4.2	5.4	7.6
Other Itinerant	4.1	4.2	5.7	7.2	10.2
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	82	90	132	185	330
b) Boardings x 2	81	90	132	185	330
1) Domestic	81	90	132	185	330
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	175	225	338	512	1158
a) Enplaned	75	107	157	237	500
b) Deplaned	100	118	181	278	658
3. Cargo (tons)					
Total	486	787	1798	3941	14600
1) Enplaned	51	59	134	295	1090
2) Deplaned	435	728	1664	3646	13510
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	—	Less than 10	—	—	—
2. Passengers	96	97	104	127	187

October 1969.

SAINT JOHN

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	3,637	41,017	32,184	77.0	96.8
1962	4,019	41,019	34,207	97.8	219.2
1963	3,883	39,550	34,015	93.1	306.0
1964	3,639	39,874	34,921	98.6	325.8
1965	3,757	45,635	39,996	83.2	337.5
1966	4,221	48,813	42,541	71.2	384.6
1967	4,639	64,090	55,668	121.4	369.6
1968	4,750	65,458	57,144	122.9	403.4

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	40,353	7,296	7,076	25,981
1962	33,007	8,041	6,603	18,363
1963	36,813	7,743	7,057	22,013
1964	31,152	7,267	8,923	14,962
1965	29,173	7,636	8,699	12,838
1966	33,182	8,448	9,059	15,675
1967	38,683	9,274	8,539	20,870
1968	59,872	9,535	13,136	36,101

Source ASC

SAINT JOHN

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	9.5	10.1	11.5	13.0	20.0
Other Itinerant	14.2	12.9	16.5	21.0	30.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	131	134	168	202	230
b) Boardings x 2	114	120	154	187	210
1) Domestic	105	98	118	132	147
2) Transborder	9	22	36	55	63
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	260	305	469	721	1700
a) Enplaned	123	143	220	338	800
b) Deplaned	137	162	249	383	900
3. Cargo (tons)					
Total	964	1707	3900	8548	31700
1) Enplaned	403	767	1752	3841	14250
2) Deplaned	561	940	2148	4707	17450
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	14	14	16	18	24
2. Passengers	74	99	114	127	137

October 1969.

ST. JOHN'S

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	1,279	48,674	48,658	135.0	320.0
1962	1,512	58,541	58,541	153.5	860.9
1963	1,839	66,879	66,878	206.7	853.3
1964	1,820	73,252	73,208	259.7	748.4
1965	1,827	77,880	77,875	313.7	903.0
1966	1,970	81,658	81,658	384.5	908.1
1967	2,030	94,319	93,578	482.3	945.9
1968	2,235	97,856	96,642	576.7	898.5

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	19,803	4,480	5,526	9,797
1962	21,670	3,957	5,011	12,702
1963	18,555	4,083	4,730	9,742
1964	12,669	2,066	4,998	5,605
1965	13,861	2,244	5,592	6,025
1966	8,294	2,313	5,013	968
1967	9,949	2,614	5,674	1,661
1968	10,557	3,121	5,423	2,013

Source ASC

ST. JOHNS

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	4.4	4.5	5.3	6.5	9.5
Other Itinerant	4.1	4.8	5.5	6.0	6.3
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	196	200	247	301	445
b) Boardings x 2	193	200	247	301	445
1) Domestic	193	200	247	301	445
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	1029	1215	1868	2873	6800
a) Enplaned	577	683	1050	1613	3820
b) Deplaned	452	532	818	1260	2980
3. Cargo (tons)					
Total	3366	6609	15102	33100	122700
1) Enplaned	899	1817	4153	9102	33750
2) Deplaned	2467	4792	10949	23998	88950
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	—	Less than 10		—	—
2. Passengers					
	122	133	153	175	236

October 1969.

SEPT ILES

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	2,395	38,008	38,008	191.6	262.7
1962	2,111	28,462	28,462	212.8	182.7
1963	2,105	25,779	25,779	186.2	145.9
1964	1,725	26,373	26,323	74.2	142.8
1965	1,856	27,413	27,413	74.4	185.9
1966	3,013	36,536	36,536	213.7	319.8
1967	3,580	43,591	43,569	252.9	383.7
1968	4,464	44,048	44,011	232.4	420.3

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	23,563	4,696	9,435	9,432
1962	21,722	4,291	8,881	8,550
1963	23,931	4,233	9,504	10,194
1964	24,113	2,135	11,486	10,492
1965	23,439	2,157	11,398	9,884
1966	34,914	5,121	11,526	18,267
1967	38,194	5,743	13,847	18,604
1968	33,662	7,170	14,494	11,998

Source ASC

SEPT ILES

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	9.4	10.0	13.0	16.0	22.0
Other Itinerant	12.2	13.0	18.0	24.0	48.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	88	88	126	169	330
b) Boardings x 2	88	88	126	169	330
1) Domestic	88	88	126	169	330
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	315	588	864	1267	2740
a) Enplaned	232	289	425	623	1350
b) Deplaned	83	299	439	644	1390
3. Cargo (tons)					
Total	1144	2811	6423	14079	52200
1) Enplaned	420	641	1465	3212	11900
2) Deplaned	724	2170	4958	10867	40300
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	13	14	17	20	30
2. Passengers					
	80	85	102	120	188

October 1969.

SYDNEY

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	2,553	33,008	31,761	59.6	288.8
1962	2,209	31,794	30,996	66.2	246.3
1963	2,163	31,031	30,165	67.9	201.0
1964	2,231	32,135	31,471	73.7	306.7
1965	2,463	35,281	34,897	76.4	194.6
1966	2,017	37,903	37,581	74.1	233.0
1967	2,183	44,056	43,247	86.6	283.5
1968	2,476	49,654	49,617	85.9	199.4

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	15,856	5,359	3,457	7,040
1962	12,104	4,813	3,382	3,909
1963	8,971	4,923	2,722	1,326
1964	8,144	3,875	3,281	988
1965	10,722	4,113	4,300	2,309
1966	9,302	3,864	3,890	1,548
1967	10,183	4,332	3,587	2,264
1968	12,359	4,976	3,860	3,523

Source ASC

SYDNEY

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	4.9	4.5	5.6	6.7	8.9
Other Itinerant	3.9	3.3	4.3	5.4	7.4
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	99	117	166	211	310
b) Boardings x 2	99	115	164	208	305
1) Domestic	99	115	164	208	305
2) Transborder	—	—	—	—	—
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	192	238	349	513	11100
a) Enplaned	86	98	145	213	4600
b) Deplaned	106	140	204	300	6500
3. Cargo (tons)					
Total	806	858	1960	4296	15900
1) Enplaned	199	214	490	1074	3975
2) Deplaned	607	644	1470	3222	11925
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	—	Less than 10	—	—	—
2. Passengers	71	97	118	136	177

October 1969.

TORONTO HUB

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	103	106	131	155	203
Other Itinerant	160	203	310	416	629

The following airports are included in the Toronto Hub:

Brampton
 Brantfort
 Buttonville
 Downsview
 Guelph
 Hamilton
 St. Catharines
 Toronto Island
 Toronto International
 Toronto Maple
 Waterloo Wellington
 Welland
 (Closed but may have new location)

TORONTO (Malton)

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	31,075	1,174,753	959,284	3,476.5	4,867.2
1962	29,488	1,249,031	1,005,384	3,845.7	6,416.7
1963	27,546	1,296,639	1,041,071	4,164.2	7,514.1
1964	27,875	1,399,998	1,127,395	5,124.3	9,739.1
1965	30,558	1,627,270	1,312,419	5,586.8	13,541.4
1966	35,588	1,843,082	1,481,191	4,810.0	19,485.0
1967	46,473	2,303,650	1,860,832	5,311.3	19,843.3
1968	50,806	2,435,191	2,053,307	6,947.0	29,135.4

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	100,967	61,934	29,830	9,203
1962	107,900	58,527	30,849	18,524
1963	105,263	56,831	29,181	19,251
1964	110,207	55,638	33,567	21,002
1965	127,342	62,263	37,695	27,384
1966	157,139	72,446	47,047	37,646
1967	185,242	93,401	48,076	43,765
1968	185,671	102,227	51,109	32,335

Source ASC

**TORONTO INTERNATIONAL
(MALTON)**

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST				PROJE CTION
	1968	1970	1975	1980	1990	
A. Aircraft Movements (000)						
Air Carrier	103	106	131	155	203	
Other Itinerant	50	65	92	119	173	
B. Scheduled Traffic (000)						
1. Passengers						
a) Enplaned x 2	4808	5250	8037	11647	21550	
b) Boardings x 2	4064	4220	6461	9363	17325	
1) Domestic	2060	2110	3036	4120	7275	
2) Transborder	1648	1751	2808	4246	8040	
3) Transocean	336	359	617	997	2010	
2. Mail (tons)						
Total	13450	17886	275000	42320	100200	
a) Enplaned	6947	9240	14200	21850	51700	
b) Deplaned	6503	8646	13300	20470	48500	
3. Cargo (000 tons)						
Total	63	81	193	460	2200	
1) Enplaned	29	38	92	218	1045	
2) Deplaned	34	43	101	242	1155	
C. Planning Peak Hour						
1. Aircraft						
Air Carrier	40	41	46	53	63	
Total Itinerant	51	56	65	78	97	
2. Passengers						
	1907	1821	2762	3981	7325	

October 1969.

VANCOUVER HUB

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJE- TION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	42.2	43.3	52.7	62.2	81.1
Other Itinerant	191.0	218.0	356.0	580.0	1539.0

The Following airports are included in the Vancouver Hub:

Vancouver International
Pitt Meadows
Langly
Abbotsford

VANCOUVER

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	11,893	437,035	399,428	1,679.1	2,779.8
1962	12,021	465,169	427,049	1,782.4	2,997.3
1963	11,897	447,174	411,748	1,837.9	3,374.6
1964	11,684	478,930	443,436	2,036.0	4,383.8
1965	12,974	584,712	551,040	2,320.0	5,985.7
1966	14,661	718,280	676,047	2,495.5	8,221.0
1967	17,625	885,440	828,202	2,984.9	10,107.6
1968	19,010	979,604	917,677	3,203.6	13,754.0

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	156,262	25,765	34,487	96,010
1962	153,608	24,639	42,598	86,371
1963	137,832	25,389	47,492	64,951
1964	85,421	23,391	50,372	10,658
1965	96,522	26,110	58,769	11,643
1966	127,707	29,148	77,782	20,777
1967	151,355	34,907	89,841	26,607
1968	148,868	37,815	91,915	19,138

Source ASC

VANCOUVER

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST				PROJE- TION
	1968	1970	1975	1980	1990	
A. Aircraft Movements (000)						
Air Carrier	42.2	43.3	52.7	62.2	81.1	
Other Itinerant	87.5	98.7	136.3	173.8	248.9	
B. Scheduled Traffic (000)						
1. Passengers						
a) Enplaned x 2	1959	2225	3494	5627	12148	
b) Boardings x 2	1810	2091	3284	5289	11419	
1) Domestic	1295	1484	2167	3332	6851	
2) Transborder	470	546	983	1683	3837	
3) Transocean	45	61	134	274	731	
2. Mail (tons)						
Total	6665	7257	11683	18809	48790	
a) Enplaned	2204	3653	5881	9468	24560	
b) Deplaned	3461	3604	5802	9341	24230	
3. Cargo (000 tons)						
Total	29	50	135	336	1758	
1) Enplaned	14	24	65	161	844	
2) Deplaned	15	26	70	175	914	
C. Planning Peak Hour						
1. Aircraft						
Air Carrier	21	22	25	28	33	
Total Itinerant	46	50	60	78	88	
2. Passengers						
	725	927	1428	2270	4844	

October 1969.

VICTORIA

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	3,709	76,171	76,139	188.3	313.1
1962	3,511	69,437	69,380	177.2	295.0
1963	2,831	56,314	56,327	166.5	296.4
1964	2,944	61,483	61,389	174.4	299.5
1965	2,923	71,975	71,975	202.2	295.7
1966	3,335	77,753	77,564	184.5	329.6
1967	4,018	104,896	104,373	203.4	326.3
1968	4,462	113,943	113,305	206.3	359.9

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	85,743	7,451	22,344	55,948
1962	71,050	6,930	24,365	39,755
1963	72,168	5,670	25,024	41,474
1964	77,799	5,898	25,330	46,571
1965	75,846	5,893	25,672	44,281
1966	123,114	6,671	37,235	79,208
1967	148,203	7,985	45,652	94,566
1968	117,303	8,902	40,799	67,602

Source ASC

VICTORIA

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	8.9	9.4	11.4	13.4	17.4
Other Itinerant	40.8	44.6	56.7	68.8	92.6
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	228	230	300	382	565
b) Boardings x 2	227	229	298	380	560
1) Domestic	177	169	208	254	353
2) Transborder	50	60	90	126	207
3) Transocean	—	—	—	—	—
2. Mail (tons)					
Total	454	604	927	1425	3360
a) Enplaned	206	313	480	738	1740
b) Deplaned	248	291	447	687	1620
3. Cargo (tons)					
Total	791	1300	2968	6506	24100
1) Enplaned	360	655	1495	3277	12140
2) Deplaned	431	645	1473	3229	11960
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10		—	—
Total Itinerant	24	25	30	34	41
2. Passengers	131	145	174	208	284

October 1969.

WINDSOR

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	2,925	65,775	65,758	73.6	355.2
1962	2,850	66,179	66,140	99.4	556.0
1963	2,497	66,833	66,800	115.9	760.0
1964	2,318	66,150	66,122	130.2	780.4
1965	2,235	73,313	73,261	154.2	934.4
1966	2,414	82,259	82,204	164.7	1685.9
1967	2,829	88,684	88,434	178.9	1409.2
1968	2,837	80,612	80,290	157.0	1559.8

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	38,299	6,161	5,309	26,829
1962	38,645	5,716	9,583	23,346
1963	37,560	5,168	10,866	21,526
1964	52,170	4,624	13,248	34,298
1965	48,817	4,580	13,450	30,787
1966	62,784	4,921	16,485	41,378
1967	61,183	5,681	18,166	37,336
1968	58,693	5,715	17,020	35,958

Source ASC

WINDSOR

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	6.7	6.5	7.5	9.0	11.7
Other Itinerant	16.0	21.7	29.0	35.8	49.6
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	161	187	267	355	580
b) Boardings x 2	161	186	265	353	576
1) Domestic	159	183	260	345	558
2) Transborder	—	—	—	—	—
3) Transocean	2	3	5	8	18
2. Mail (tons)					
Total	297	414	608	893	1930
a) Enplaned	157	269	395	580	1250
b) Deplaned	140	145	213	313	680
3. Cargo (tons)					
Total	2098	4244	9697	21255	78800
1) Enplaned	1560	3365	7689	16855	62500
2) Deplaned	538	879	2008	4400	16300
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	—	Less than 10	—	—	—
Total Itinerant	14	16	19	22	27
2. Passengers					
	132	127	160	199	290

October 1969.

WINNIPEG HUB

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	31.8	35.0	39.6	50	79.0
Other Itinerant	87.0	105	138	170	233

The following airports are included in the Winnipeg Hub:

Winnipeg International
St. Andrews

WINNIPEG

STATION ACTIVITIES SUMMARY

YEAR	SCHEDULED DEPARTURES PERFORMED	ENPLANED REVENUE PASSENGERS	ORIGINATING REVENUE (BOARDING)		
			PASSENGERS	MAIL (tons)	CARGO (tons)
1961	9,048	243,861	209,460	1,222.6	1,620.7
1962	8,989	267,114	224,709	1,412.9	1,820.6
1963	8,626	275,165	229,684	1,772.0	2,052.5
1964	8,700	296,728	232,888	1,763.8	2,347.3
1965	9,250	351,148	273,901	1,728.9	2,994.9
1966	10,658	385,790	320,968	1,316.0	3,804.5
1967	13,621	480,516	394,002	1,450.2	3,996.4
1968	15,315	521,954	436,804	1,941.1	5,924.7

AIRCRAFT MOVEMENTS

YEAR	TOTAL	ITINERANT		
		SCHEDULED	OTHERS	LOCAL
1961	151,134	19,229	46,984	84,921
1962	133,715	19,285	42,455	71,975
1963	157,194	18,801	45,962	92,431
1964	157,160	18,159	50,565	88,436
1965	188,804	19,234	55,553	114,017
1966	258,172	21,594	75,025	161,553
1967	247,107	27,040	79,736	140,331
1968	226,505	29,912	79,356	117,137

Source ASC

WINNIPEG

FORECAST OF AVIATION ACTIVITY

ACTIVITY	ACTUAL	FORECAST			PROJECTION
	1968	1970	1975	1980	1990
A. Aircraft Movements (000)					
Air Carrier	31.8	35.0	39.6	50.0	79.0
Other Itinerant	77.5	83.6	115.4	141.3	185.0
B. Scheduled Traffic (000)					
1. Passengers					
a) Enplaned x 2	1044	1072	1637	2383	4860
b) Boardings x 2	874	890	1358	1978	4035
1) Domestic	746	743	1076	1483	2825
2) Transborder	117	132	254	445	1090
3) Transocean	11	15	28	50	120
2. Mail (tons)					
Total	4233	4990	7678	11820	27970
a) Enplaned	1941	2290	3525	5425	12840
b) Deplaned	2292	2700	4155	6395	15130
3. Cargo (tons)					
Total	15009	18195	41575	91132	340000
1) Enplaned	5924	7514	17770	37637	140400
2) Deplaned	9085	10681	24405	53495	199600
C. Planning Peak Hour					
1. Aircraft					
Air Carrier	17	19	20	24	33
Total Itinerant	41	44	52	60	76
2. Passengers					
	449	423	619	880	1743

METHODOLOGY FOR PASSENGER FORECASTS

TPA forecasts of annual volumes of passengers in this booklet are based upon the application of several different techniques for each forecast:

- (i) Fitting straight lines to past data collected by the Aviation Statistics Centre by the method of least squares and projecting these lines into the future.
- (ii) Fitting exponential curves by the method of least squares to past data and projecting them into the future.
- (iii) Predicting total Canadian traffic and the proportion of this traffic at each site based upon an analysis of past trends. The prediction of total Canadian traffic is at present derived from a mathematical analysis of the relationship between Canadian GNP (in current dollars) in the past and the total number of Canadian boarding passengers.
- (iv) Analyzing past traffic growth by route and applying adjusted future growth rates based upon a detailed knowledge of the influence of service qualities, prices, communities of interest, degree of competition (etc.) in the past and any predicted changes in the inter-related effect of these key determinants in the future.

The first two curve fitting techniques in effect set lower and upper limits to the forecast, but much more weight is attached to the third and fourth techniques. The final forecast is not an average of the results of different forecasts, but is based instead on judgements as to the probable relative accuracy of the regression analysis and the route by route analysis techniques.

All of these forecasting techniques have in common a heavy reliance upon past data and therefore there is an implicit assumption that major trends over the next twenty years will be similar to those experienced over the last twenty years; there will be no world war, no major depression, no sudden and contrary shifts in consumer preferences, no technological breakthroughs beyond those which can be seen reasonably clearly at the present time, etc.

The forecasts presented here were developed in 1968 and they ignored, by and large, 1967 data. Upon checking the forecasts against actual data for the last two years, the forecasts appear to be on the low side. Since these are long-run estimates, it will only be coincidence if the forecasts match actual results in any one year; rather it is a moving average rate of growth in actual traffic that we are trying to predict. Thus, one must be careful about changing forecasts on the basis of only one or two year's experience; on the other hand, all forecasts should be updated as more recent information and better techniques become available.

After some deliberation, it was decided not to increase the forecasts made last year. There were three main reasons for this decision:

- (1) 1967 was, of course, Centennial Year and one should be careful not to place too much emphasis on traffic volumes in that year in predicting the future. There was a 9% growth in GNP (in current dollars) in 1968, and the passenger forecasts in this booklet are based upon an average 7% growth rate as predicted by the Economic Council of Canada. 1969 and 1968 may be 9% growth years, but presumably these will be offset by 5% growth rates in two later years - unless, as seems unlikely, the 4% inflation rate experienced recently replaced the 2% inflation rate in the Council's forecasts. According to this reasoning, the unusually high rate of growth in GNP is responsible for the unusually high rate of growth in Canadian air passenger traffic recently.
- (2) In terms of boarding passengers for Canada as a whole, the average annual growth rates predicted in this report are 9.0% from 1966-1971, 8.2% from 1971-1976, 7.6% from 1976 to 1981 and 6.6% from 1981-1986. Recently, Mr. R. Gamey submitted a report to the University of British Columbia in partial fulfillment of requirements for an MBA degree. In this thesis, Mr. Gamey has applied multiple regression analysis to Canadian data in a much more rigorous and comprehensive manner than has hitherto been the case, and the results suggest growth rates well below those shown in this report - 7.81% in 1968 decreasing gradually to 6.54% in 1975. Application of superior forecasting techniques suggest, then, that our forecasts should be decreased, not increased.
- (3) The forecasts in this booklet are based upon the assumption that average passenger fares will decrease in the future; recent trends suggest that this may be an optimistic assumption. It is entirely possible that wage increases, increases in user charges and shifts toward lower load factors in more competitive markets may take place at a faster rate, relative to rates of increase in productivity in the future than in the past. Little bits of evidence from various sources (e.g., the possible application of a 5% ticket tax in Canada, and recommendations to increase the tax applied in the U.S. to 8%) do not tend to reinforce optimistic predictions, and make it very difficult to increase our forecasts at this particular time.

The forecasts of annual volumes are translated into peak hour forecasts on the basis of ratios between these two variables which have been derived from statistical studies of past relationships. The Aviation Statistics Centre collects sample data showing the number of enplaned passengers at Canadian airports by hour of the day. We, in turn, have sorted this data into orders of descending magnitude and we apply a slope formula to select a peak hour to be used for design purposes. We have found that there has been a fairly stable relationship between these selected peak hour volumes

and annual traffic volumes in the past, and this enables us to derive a peak hour forecast from an annual forecast. The ASC data, however, are now available for six years and we have therefore only recently acquired enough data to test the effect of certain factors on this relationship. A study is now underway to determine whether or not improvements can be made in our techniques.

METHODOLOGY OF ITINERANT AND PLANNING PEAK HOUR (PPH) FORECASTS

The forecasts of itinerant aviation (air carrier and other itinerant) were based on historical growth patterns which have been adjusted for particular sites in accordance with present and anticipated changes in local economic and aviation trends.

The method used to determine the forecast growth rate was as follows:

- (1) A regression analysis of aircraft movement data using the least squares method, was performed for each site. The historical data available was for the nine year period 1960-1968 augmented by 1969 projected values. The projected 1969 figures were obtained by determining the growth rate of the first eight months of 1969 over the same period of the previous year and extending it to the full twelve months of 1969.
- (2) Growth rates at individual sites were compared to national aviation growth trends.
- (3) Corrections were made to the projected growth rates in order to account for local economic and aviation anomalies.

The forecasts were based on aviation growth rates while assuming that the military component of the "other itinerant" would remain constant at 1968 level during the forecast period.

Additional information used in forecasting hub growth was obtained from the general aviation studies completed between 1967 and 1969. "A study of General Aviation in the Montreal Area" (S-69-1), "A study of General Aviation in the Toronto Area" (ORD 115), and "A study of General Aviation in the Vancouver Area" (ORD 106) furnished data and forecasts which aided in establishing growth rates for general aviation in each of these hub areas.

The planning peak hour forecasts were obtained by the method outlined in "Planning Peak Hour Determination and Forecasting" (R69-6). The basis of this method is the correlation of annual aircraft movements to aircraft movements during the planning peak hour. Where planning peak hours were less than ten, it was decided to omit the actual forecast values because of their low degree of accuracy and their minimal planning value.

Local activity has been omitted from the forecast because of the irregular, growth of local flying and the unpredictable nature of its future development. Erratic data coupled with a relatively short history does not lend itself to determining growth trends through regression analysis. Furthermore the level of local flying is determined by the amount of flight training, the availability of subsidies for this training, the demand for pilots and the economic conditions prevalent in the various regions of the country. In addition there are a variety of other unrelated factors which when considered as a whole make it exceedingly difficult to arrive at any degree of accuracy in forecasting future growth trends of local activity.

A. AIRCRAFT

1. MOVEMENTS

An aircraft landing, take-off or a simulated approach.

2. ITINERANT

An aircraft which enters or leaves the air traffic control zone.

a. SCHEDULED — Aircraft landings and take-offs of air carriers operated in accordance with a service schedule and at a toll per unit under Class 1, 2 and 8 licence from the Canadian Transport Commission (ATC).

b. OTHERS — Landings and take-offs of commercially registered aircraft other than unit-toll services, privately-owned aircraft and state-owned aircraft, both civil and military.

3. PEAK HOUR AIRCRAFT MOVEMENTS

The number of aircraft movements taking place during a selected clock hour. The traffic volume during this selected peak is chosen for use in planning and it is normally less than the absolute peak number of movements.

B. PASSENGERS

1. ENPLANED

Those scheduled passengers who originate their trip at the reporting station (Airport), plus those who transfer from all other flights of the same carrier including transfers made as a result of operational problems.

2. BOARDINGS

Those scheduled passengers who originate their trip at the reporting station (Airport), plus those who transfer from other flights of the same carrier with more than normal lay-over time. (Generally more than four hours.)

a. DOMESTIC — Passengers arriving from or departing to Canadian points.

b. INTERNATIONAL — Passengers arriving from or departing for points abroad (including the United States). These are sometimes referred to as "transborder" and "transocean" passengers.

3. TRANSIT

Those scheduled passengers passing through the reporting station on continuing flights of the same aircraft.

4. PEAK HOUR PASSENGERS

The total number of enplaned and deplaned passengers in a selected clock hour. The passenger traffic volume during this selected peak is chosen for use in planning and is generally less than the absolute peak.



AMENDMENT TO

"AIR TRANSPORTATION STATISTICS-FORECASTS"

The Aviation Planning and Research Division of the Civil Aviation Branch contributed the Air Carrier planning peak hour (PPH) data published in "Air Transportation, Statistics - Forecasts" December 1969.

A study recently completed by that division has resulted in the following amendment to the published data.

Table 1

Air Carrier Movements - Planning Peak Hour

AIRPORT	PLANNING PEAK HOUR				
	Actual		Forecast		Projection
	1968	1969	1975	1980	1990
Baie Comeau	5.0	4.5	<5	<5	5.5
Calgary	10.5	10.0	12.5	15.0	23.0
Edmonton Ind.	4.0	5.0	6.0	7.0	9.5
Edmonton Int.	5.0	6.5	6.9	7.5	10
Fredericton	4.5	4.5	<5	5.0	6.0
Gander	4.5	4.5	<5	5.5	6.5
Halifax	7.0	7.5	9.0	11.0	15.0
Lakehead	3.0	4.0	<5	<5	<5
London	3.5	3.5	5.0	5.0	5.5
Moncton	6.0	4.0	6.0	6.0	7.5
Montreal Int.	25.5	29.5	31.0	36.0	45.5
Ottawa	7.0	9.5	9.5	10.5	12.5
Prince George	3.5	4.5	<5	<5	5.5
Quebec	6.5	5.0	7.5	9.5	14.0
Regina	5.5	5.5	5.5	6.0	6.5
Saint John	4.0	4.5	5.5	6.0	7.5
St. John's	3.0	3.0	<5	<5	5.0
Saskatoon	5.0	4.5	5.5	5.5	6.0
Sept-Iles	7.0	7.5	6.0	6.5	8.5
Sydney	3.0	3.0	<5	<5	5.0
Toronto Int.	30.0	31.5	37.5	44.0	57.0
Vancouver	14.0	15.0	16.5	19.0	24.0
Victoria	4.0	3.5	5.5	6.0	7.0
Windsor	4.0	3.5	<5	5.0	5.5
Winnipeg	10.5	10.5	13.0	16.0	23.5

A new set of data, PPH Instrument Flight Rule forecasts - table 2, has been developed. This will be useful in assessing the total IFR load at a facility.

Table 2

Instrument Flight Rule Movements - Planning Peak Hour

AIRPORT	PLANNING PEAK HOUR				
	Actual		Forecast		Projection
	1968	1969	1975	1980	1990
Calgary	13.5	15.0	24.0	32.0	47.5
Edmonton Ind.	9.5	10.5	13.5	17.5	25.0
Edmonton Int.	6.0	7.0	10.0	11.5	14.5
Fredericton	5.5	5.5	6.5	7.5	8.5
Halifax	11.0	10.5	11.5	13.5	17.0
Lakehead	6.5	7.0	6.5	7	7.5
London	7.0	7.0	8.5	10	13.5
Montreal Int.	31.5	35.5	54.0	69.0	98.5
Ottawa	17.0	20.0	22.5	27.5	38.0
Prince George	4.5	4.5	6.5	7.0	9.0
Quebec	10.5	8.5	11.0	12.0	15.0
Regina	6.5	6.5	7.5	8.5	10.5
St. John's	4.5	4.0	5.5	6.0	7.0
Saskatoon	6.0	6.0	7.5	8.0	9.5
Sept-Isles	7.5	9.0	9.5	11.5	16.0
Toronto Int.	36.5	40.0	66.5	87.5	129.0
Vancouver	14.5	17.0	27.5	36.0	52.5
Victoria	6.5	6.0	8.5	10.0	13.0
Winnipeg	17.5	18.5	24.5	30.0	41.5

NOTE - Forecasts of Annual Instrument Flight Rule Traffic were not available for Baie Comeau, Gander, Moncton, St. John, Sydney or Windsor.

